





## NOTICE.

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WHOLESALE AND RETAIL DRUGGISTS  
PERFORMERS,  
PATENT MEDICINE VENDORS,  
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And  
AERATED WATER MAKERS.  
SHIPS' MEDICINES REFILLED,  
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON AND CO.,  
HONGKONG DISPENSARY, 121

## The Daily Press.

HONGKONG, SEPTEMBER 1st, 1885.

The judgment in the case of *Li-Min v. George Holmes* was practically a foregone conclusion, an exactly similar case having been decided by the Full Court on appeal in 1882. Mr. Holmes is an emigration passage broker and acted as such in connection with the issue of tickets for passage by the steamer *Mount Lebanon*, a vessel which had been laid on the berth for Honolulu and Mexico. The charter of the steamer was the Wing Wa firm, who received the money for the tickets sold and then disappeared. The ship of course did not sail on the intended voyage, and the men who had bought passage tickets sued Mr. Holmes, as the passage broker, for breach of contract. The case of *Li-Min* was taken as a test case, and was decided in favour of the plaintiff. How many tickets were issued did not transpire, but the total loss falling on Mr. Holmes will probably be considerable. The case is certainly a very hard one, and we are exceedingly sorry for Mr. Holmes, but it would have been equally hard had the decision gone the other way, and the intending emigrants lost the amount of their passage money. A clever swindle has been perpetrated by the Wing Wa firm, and the loss has to be borne by two innocent parties. The case tried in 1882 arose out of an exactly similar swindle, and the passenger broker, who in that case was a Chinaman, was held liable in the same way that Mr. Holmes was in the case decided on Saturday last. The passage tickets for emigrant ships are made out in a form prescribed by the Emigration Ordinance. According to this form the passage broker says: "I hereby engage that the Chinese named at the foot hereof shall be provided with a passage to, and, and I hereby acknowledge to have received the sum of—dollars in full payment." As a matter of fact the passage broker never, or only in very rare cases, receives the passage money. He signs the tickets and complies with certain formalities at the Harbour Master's Office, and that is all the extent of his work. It is clear, however, that under the Ordinance he is responsible for any failure to carry out the agreement. It is provided that no person shall act in the role of letting of passages in any Chinese passenger ship unless he shall have entered into a bond, with sureties, in the sum of \$5,000, a clear proof that the Legislature intended the passage broker should be a substantial man able to guarantee the execution of the contract or to give compensation in case it be not carried out. The ticket is made out in the sole name of the broker, and if the Emigration Officer finds any emigrant who is unwilling to leave the port and who has been procured by fraud, violence, or other improper means, the passage broker is the party who is made responsible for the cost of the emigrant's passage back to his native place and his maintenance here while waiting for such passage.

The defence set up both in Mr. Holmes's case and the previous one was that the defendants were simply brokers and not principals in the transaction, and as such were not liable. The Ordinance, however, contains the following words:—"Every emigration passage broker who shall contract with any intending emigrant for a passage" shall give certain notices. Here the broker is referred to as the party contracting, showing that although as a matter of description he is referred to as a broker he is by law co-terminus a principal. The law certainly bears hardly on the broker in cases such as that of Mr. Holmes, and any amendment that could be suggested to do away with this hardship, while paying due regard to the interests of the intending emigrants, would merit attentive consideration on the part of the Government. The law in fact stands in urgent need of amendment for the reason that it is entirely out of harmony with the custom which has grown up out of the circumstances of the passenger traffic as carried on in this port. In hardly any particular are the requirements of the Ordinance so far as they refer to the duties of the passage broker complied with. In the Ordinance the broker is treated as the responsible principal, whereas in the ordinary course of things he is engaged simply to comply with certain formalities at the Harbour Office in connection with which the appearance of a licensed passage broker is rendered obligatory. Although he signs, in the form of the ticket, as having received the money, as a rule he never handles or sees the money, which is in most cases collected by Chinese and is not paid sometimes until long after the ship has sailed. Nor is it the passage broker who sells the tickets, although any one else doing so is liable to a fine of \$400. Then, again, according to subsection 7 of section 6 of the Ordinance, the passage broker is to attend before the Emigration Officer for the purpose of delivering the contract tickets to passengers, whereas they are, we believe, invariably delivered to the passengers elsewhere, as was done in the case of the *Mount Lebanon*, where the tickets were delivered in the Wing Wa house. The broker, it is true, attends with the passengers at the Harbour Master's subsequently, and this may perhaps be taken as a sufficient

compliance with the terms of this provision. On the whole it would seem that all the work the passage broker has to do could be much better discharged by a representative of the firm which lays on a ship, and it would certainly be more reasonable that the firm, the real principal in the business, should be made the responsible party rather than the broker. If this were done the Government could enforce compliance with the provisions of the law just as easily as it can now, and if substantial guarantees were required in every case swindles such as that of the Wing Wa firm would be rendered practically impossible. In the meantime the passage brokers will no doubt take warning from Mr. Holmes's case to be extremely careful as to the firms they do business for.

The U. S. corvette *Enterprise*, which left Hongkong on the 28th ultimo for Australia, arrived at Surabaya on the 10th August. We learn that the Buftis intend to give an "Assault at Arms" in Murray Barracks on Thursday week in aid of the Kwangtung Insurrection Relief Fund.

The French man-of-war *Chapelle* left Shanghai on the night of the 24th ult. for Cebu. The *Asie* will follow at an early date. We (*Daily News*) believe all the vessels of the French fleet in these waters are to proceed to Cebu.

The chartered French cruise transport *Chateau Yquem*, Captain Lefebvre, arrived at Singapore on the 28th ult. The *Chateau Yquem* was put into quarantine owing to having been 12 cases of cholera during the voyage, 8 of which proved fatal.

We (*Mercury*) understand that the Spanish Government will shortly establish a consulate at Yokohama, and we hear that Senor Jose de Salazar, at present Vice-Consul at Shanghai, has been appointed to the post. His successor is shortly expected to arrive at Shanghai.

The Cross of a Knight of the Order of the Italian Crown has been conferred by His Majesty the King of Italy upon Mr. J. Henning, General Manager of the Great Northern Telegraph Company, in recognition of his services to the Italian navy in these waters.

The Celestial Bazaaring Association of Singapore held its usual meeting on the 22nd ult. under the subject proposed by Mr. L. Ling Shiang—"Why wages are higher in Singapore than in China"—(says the *Strait Times*) "discussed and satisfactorily settled." How?

There appear to be several Chinese members of the Salvation Army. Fifteen are said to be in Australia, ready to come to China, others in California, while one is being trained at Clifton. The present intention, the *N. C. Daily News* believes, is to combine this force, trained in the U. S. and send them out here under European officers.

The *Wharr* returned to Shanghai on the 24th ult. from the wreck of the Chinese man-of-war in Suipeo Bay for further particulars. It appears (says the *Daily News*) that Mr. Barnes, the diver, succeeded in fixing cables to the gunboat, but the Chinese crew were killed. The *Wharr* is expected to arrive at Hongkong from Australia, during the course of September.

The *Mercury* says that telegraphic news was received in Shanghai on the 28th August from Tientsin to the effect that the steamer *Hagan* and the steamer *Wuchang* collided in the Peiho on the 25th August. It appears that both ships were on the river and the *Wuchang* was the larger of the two. The *Hagan*, apparently, got the worst of the collision, as she had two large holes knocked in her bows, the *Wuchang* was of her own accord. Though the injured ship was reported to be in some what serious shape she nevertheless proceeded on her voyage to Shanghai.

A Darjeeling correspondent of an Indian contemporary writes:—"I have again heard rumours of influence being brought to bear by the Nepalese on Tibet with a view to divert all trade from the Sikkim route to the Darjeeling route to the exclusion of the better and shorter route through Darjeeling, and the traders who have spoken to me on the subject seem to think that the Nepalese are not without success, and that the Darjeeling route will suffer in consequence."

The *Strait Times* of the 21st ult. says:—"A large bee-eater or *ulur* was seen, measuring 25 feet in length, being shot and taken in a place in Rochore-road, Singapore, and can be seen at any time on payment of two cents. It was caught lately by two Chinamen in Chuanian State and taken to the *ulur*. It is said that the bird was shot by a Chinese and was taken with it, but he was too quick for the collector, and escaped into the jungle. The serpent is apparently in a weak condition, no doubt from the loss of its tail, but it is now the owner of the reptile, which he bought from the Chinaman for \$6, is receiving very handsome profits daily from the exhibition."

With reference (says the *Courier*) to our "Wire News" paragraph of 13th August we beg to state that the Chinese Government has been appointed Assistant Director of the Imperial Chinese Telegraph College and Adviser to the Government Telegraph Service. We further hear that the telephone system, started by the Chinese Government, is now being extended to the provinces of Szechuan, Yunnan, and others. The Chinese take wonderfully to the electric wire, and are rapidly extending their system, and there is not the slightest doubt that the rapidity in a few years will be covered by a web of wires centralizing and fortifying the power of the Central Government.

Says the *Times of India*:—"Anglo-Indian travellers who owe so much to the skill and courtesy of the officers commanding the regular lines are naturally apt to criticize the more harshness with which the various mishaps are treated by directors at home. It is probably a wholesome rule that an officer who loses his ship should be severely punished. But the rule is carried to an absurd point when it is made to apply to every trifling accident. We had one of the most popular commanders in the P. & O. service was reported to have been killed by a sandbank off Form. No damage was done, and the vessel proceeded on her way to China after touching at Bombay. But the rule was in existence, and the captain was punished. A far more painful case is now before us. On the 28th July the *Florida* steamer *Florida*, which had been at sea for nearly thirty years, took the accident so much to heart, that he retired to his home and died. The ship was wrecked on a sandbank off Form. 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## EXTRACT.

## AN ORRHEMANE REBELLION.

Amid our little world;  
A vain to correct or save,  
A cadence of vulgar sin,  
Approaches to its grave.

We dare not praise, we would not blame,  
The things nature have made;  
Nor part the honour from the shame,  
The sunshine from the shade.

Alas, we woe of to-day  
Before to blame or praise,  
Nothing we do at all, and say  
As little as we can.

Let us have leave to eat and drink  
And we shall be content;  
We need not to exactly think  
For what our lives were meant.

Indifferent happy with our lot,  
We tread the trodden way,  
And if there to a God or not  
We hardly care to say.

Could not the old philosophy  
A better counsel give?  
"So live that you may learn to die,"  
So die that you may live.

We have no heart to live our life,  
We do not wish to die;  
Too cowardly to join the strife,  
Not brave enough to fly.

We feebly try, we mildly doubt,  
We compromise with sin;  
The old-world fashions have gone out,  
The new not yet come in.

Upon the borders of a time,  
We leave all things undone;  
God sends the morning chime,  
And live to see the sun!

"Shewm and Drang." A volume of verse, just published in London. - *Edw. Stock.*

## HONOUR TO A NATIONAL BENEFACTOR.

A statue has been erected by the Parisians, in front of the Salpêtrière Hospital, to a great and noble Frenchman, long ago departed, whose memory all the world ought to cherish. Philippe Pinel was a physician, born at St. André, in the department of Maine, in 1755, who died a Member of the Institute in Paris in 1826. The figure now unveiled represents him holding a broken chain in his hand, while a girl at his feet, with the light of intelligence newly dawning on her sad visage, holds up to him in gratitude a wreath of flowers. The best monument to Pinel, however, is to be found in all parts of the civilized world, wherever there exists an asylum for the mentally afflicted conducted upon those modern principles of humanity and gentleness which have revolutionized ever since in recent times the treatment of the insane. Accomplished, studious, and talented, it was not his intellectual gifts that made him the greatest medical reformer of his age. Pinel, amid an age of wild and cruel revolutionary turmoil, by the force of simple kindness won such victories of science that few conquerors of peace could be compared with him. In a happy hour for humanity he was appointed director of the madhouse of Bicêtre in 1791, at a time when the condition of the insane, as in other European asylums, was pitiable and dreadful beyond expression. The lunatic was then regarded as an incurable and dangerous animal, to be chained down, ill-fed, beaten, and brutalized. Pinel had convinced himself by long study and experiment of the immense power of courage and compassion; and after individually surveying his melancholy charges, and forming all his plans, he demanded permission of the Commune to carry them into action. One caution, afterwards grudgingly famous as a "terrorist," he had the duty of visiting the prison and conferring with Pinel, whom he had denounced as himself insane for proposing to treat such patients with gentleness and indulgence. Conthon was a paralytic, and was carried into the Bicêtre on the shoulders of the attendants, but his own distressing malady did not soften the revolutionary rage against him. In a fit of rage, like citizens, he said, "about these wretches, who are not much more mad perhaps than you are; only, if you let any of them loose, look out for yourself." Set absolutely free, Pinel gave himself a little more time to familiarize the unhappy inmates of the madhouse with their new director. Passing among them constantly, with his countenance illumined by love, his few words of cheer and sympathy, the very presence of the man became like sunshine to the captives, and the worst madmen grew placid and pleased while he lingered near them, holding their fevered hands, and lightly touching their troubled brows. He alone could go unharm within reach of many a maniac chained to the pillars of the cellar; he alone could by an uplifted finger softly stay the dreadful tumult of their cries, and alter the very atmosphere of the place into peace by his calm and confident voice. One day he commenced his daring experiments with an English captain who had been unchained in the corner of the Bicêtre for some time. This miserable man was the terror of the attendants; driven to uncontrollable mania by his long woe, he had killed one of them with his chain, and was accordingly bound down like a beast in indescribable conditions of wretchedness and shame. Pinel approached him in one of his worst fits, and put his arm round the neck of the raving prisoner. "Captain," he gently said, "I will make you quiet and happy if you will allow it. I am sorry for you! See, you are a soldier and a gentleman; will you promise, if I take off your iron and lead you for a walk in my garden, to be good and reasonable?" The poor fellow listened as if some strange voice of mercy sounded at his ears. He was unchained, and the poor creature, spell of such compassion, but answered, "O doctor! you do not dare to do this; every body is so afraid of me!" Pinel replied, "I am not afraid; I am your charge and my friend; come and let us see the birds and the trees." With that the fetters were removed, and as soon as the poor creature could stand the director led him among the wondering crowd of inmates to the garden of the building. The accounts of this first and boldest experiment of Pinel relate in detail the boundless joy and amazement of the Englishman, thus for the first time treated as a human being and conducted into view of the sky and the flowers. "How beautiful! how good!" he kept exclaiming. "I remember the colour of Heaven now that I have quite forgotten it." Then he fell at the doctor's feet and kissed them, and presently followed him back to a decent cell, where for the first night for many years he slept in a clean bed like a happy child, awaking with improved health that he had no further access of mania, and became a useful assistant to Pinel. The next day was with a Frenchman who had been confined for 36 years, having homicidal delusions that it was necessary to kill all children lest they should go to perdition when they grew up, acting upon which idea he had murdered one of his own offspring. Pinel coaxed him into obedience and gentleness, and cured him entirely of his mental affliction; though he died shortly afterwards from the effects of his long imprisonment. There was another prisoner—once a Chevalier, a soldier of enormous strength, who had been known to break his iron bars by manual force. Nobody in the Bicêtre had dared enough to approach him; but Pinel fearlessly sat by his side, talked him into placidity and

## TO BE LET.

TO LET.  
(With Possession from 1st October next.)  
HOUSE No. 8, STANLEY STREET.  
No. 31, WELLINGTON STREET.  
GAS AND WATER LAID ON.  
For Particulars, apply to  
ROZARIO & Co.  
Hongkong, 23rd July, 1885. [1390]

## TO BE LET.

THE DETACHED RESIDENCE known as "CHANGINGOVER," Cause Road, Tsimshatsui.  
Apply to  
HO KAI,  
16, Bank Buildings,  
Queen's Road.  
Hongkong, 5th August, 1885. [1430]

## TO LET.

OFFICES AND CHAMBERS, No. 7, QUEEN'S ROAD, lately occupied by Messrs. JARVIS, MATTHEWS & Co.  
Apply to  
BIRD & PALMER,  
Who will exhibit Plans and arrange Offices to suit applicants.  
Hongkong, 9th April, 1885. [717]

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A VALUABLE SHOP IN BANK BUILDINGS adjoining the Victoria Dispensary, and TWO ROOMS Suitable for OFFICES or RESIDENCES.  
Apply to  
M. STEPHENS,  
Solicitor, 18, Bank Buildings,  
Hongkong, 3rd July, 1885. [805]

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COLLEGE CHAMBERS (late Hotel de L'Univers) Single Rooms or Suites of Apartments.  
Apply to  
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Hongkong, 23rd June, 1885. [131]

## TO BE LET.

HOUSE IN ELGIN STREET with 6 ROOMS and OUT-HOUSES, at Moderate Rates.  
Goods received on STORAGE at Moderate Rates.  
Apply to  
LINSTEAD & DAVIS,  
Hongkong, 7th August, 1885. [1440]

## TO LET.

BELVIEW, Kowloon, with GARDEN and Tennis Court attached. Entry at once.  
Apply to  
G. C. ANDERSON,  
13, Praya Central.  
Hongkong, 25th August, 1885. [1587]

## TO LET.

THE OFFICES No. 54, Queen's Road Central, at present in the occupation of the HONGKONG, CANTON, AND MACAO STEAMSHIP CO., Limited.  
Entry on or about 1st July, 1885.  
Apply to  
G. C. ANDERSON,  
Consulate, 13, Praya Central.  
Hongkong, 27th May, 1885. [1001]

## HONGKONG WHARF &amp; GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.  
Also  
ENTIRE GODOWNS to be LET.  
Apply to  
MEYER & Co.,  
Hongkong, 3rd March, 1881. [1031]

## TO LET.

THE DWELLING HOUSE, PRAYA EAST, No. 12, Immediate Possession.  
Apply to  
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Hongkong, 5th May, 1885. [867]

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SIX COMMODIOUS DWELLING HOUSES now being erected in UPPER PEET STREET, at the back of the American Consulate, Rent Moderate, possession from 1st October next.  
A BUNGALOW and OUT-HOUSES, at Kowloon. Rent \$50 per month.  
Apply to  
ECLA DA SILVA & Co.,  
No. 19, Hollywood Road.  
Hongkong, 18th July, 1885. [1418]

## TO LET.

ROOMS IN CLUB CHAMBERS.  
Apply to  
DOUGLAS LAPRAIK & Co.,  
Hongkong, 1st February, 1882. [132]

## PORTLAND CEMENT.

J. B. WHITE & BROS.,  
SOLE AGENTS FOR CHINA.  
HOLLIDAY WISE & Co.,  
Hongkong, 11th April, 1883. [1563a]

## GEORGE GOULET CHAMPAGNE.

Apply to  
PISTAU & Co.,  
Agents.  
Hongkong, 18th January, 1884. [104]

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of either sex, in their own localities, at work for us. "Now business." All made with wonderful success. Any one can do this. Capital not wanted. We will start you. Outfit worth £1 mailed free. The employment is particularly adapted to the region in which this publication circulates. Boys and girls can nearly as much as men. For particulars and instructions mailed free. Write to the time—don't delay, but write to us at once. Address: STRYKER & Co., Portland, Maine, U.S.A. [321]

## £20,000. TWENTY THOUSAND

SHARPS DISCOUNTED OR GUARANTEED MELBOURNE CUP RACE OF 1885.  
150 Horses entered! Run about 3rd Nov. 1st.  
ALL PRIZES! NO BLANKS!  
"Tenth Annual Sweep of the popular 'AUSTRALIAN TURF CLUB.'"  
These Mammoth Drawings are supervised by the Titled Holders, and witnessed by Members of the Press, Merchants, Lawyers, Doctors, Magistrates, and Members of Parliament.  
Capital £20,000 in 20,000 SHARES of £1 each, divided as follows:  
First Horse £3,000 1st Prize £200-£2,000  
Second Horse 1,000 2nd Prize £200-£1,000  
Third Horse 1,000 3rd Prize £200-£1,000  
Non-Starters 1,000 4th Prize £200-£1,000  
The winning £20,000 will be employed by the Club in making up a Book on the Cup and other races, that is, laying and taking the odds for and against certain horses; by an entirely new system, the success of which was practically proved last year, when the profits resulting therefrom realised over £12,000. The whole of the winning, including principal and profits to be equally divided among those subscribers who will be successful in drawing either a horse or prize in the Great Sweep. Every subscriber to receive a prize, be it large or small. To avoid delay, all Hongkong prizes will be remitted immediately after race, by the Club or the profits resulting therefrom. Australia and China, payable at Victoria Hongkong. Drawing held on the 20th October next. Printed lists of winning numbers posted to all Ticket Holders immediately after. Money received too late will be returned. Ten per cent commission deducted from the prizes. In settling money for tickets sent Bank Drafts, Post Office Orders, Gold, or Gold Letters, paid by year, when the profits resulting therefrom are sent. Enclose extra to cover cost of return postage. Address all orders and applications to THOMAS PATTERSON, Secretary, A.T.C., 635, George Street, Sydney, Australia. [276]

## HONGKONG MARKETS.

As Reported at CHINESE ON THE 29th AUG. 1885.

## COTTON GOODS.

American Drills, 30 yards per piece \$2.50 to 3.10  
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Cotton Yarn, No. 10 to 24, per 100 lbs. \$8.00 to 9.50  
Cotton Yarn, No. 25 to 32, per 100 lbs. \$9.50 to 10.50  
Cotton Yarn, No. 33 to 42, per 100 lbs. \$10.50 to 12.00  
Cotton Yarn, Bombay, per 100 lbs. \$8.00 to 9.50  
China, per piece \$2.50 to 3.10

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These Mammoth Drawings are supervised by the Titled Holders, and witnessed by Members of the Press, Merchants, Lawyers, Doctors, Magistrates, and Members of Parliament.  
Capital £20,000 in 20,000 SHARES of £1 each, divided as follows:  
First Horse £3,000 1st Prize £200-£2,000  
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Third Horse 1,000 3rd Prize £200-£1,000  
Non-Starters 1,000 4th Prize £200-£1,000  
The winning £20,000 will be employed by the Club in making up a Book on the Cup and other races, that is, laying and taking the odds for and against certain horses; by an entirely new system, the success of which was practically proved last year, when the profits resulting therefrom realised over £12,000. The whole of the winning, including principal and profits to be equally divided among those subscribers who will be successful in drawing either a horse or prize in the Great Sweep. Every subscriber to receive a prize, be it large or small. To avoid delay, all Hongkong prizes will be remitted immediately after race, by the Club or the profits resulting therefrom. Australia and China, payable at Victoria Hongkong. Drawing held on the 20th October next. Printed lists of winning numbers posted to all Ticket Holders immediately after. Money received too late will be returned. Ten per cent commission deducted from the prizes. In settling money for tickets sent Bank Drafts, Post Office Orders, Gold, or Gold Letters, paid by year, when the profits resulting therefrom are sent. Enclose extra to cover cost of return postage. Address all orders and applications to THOMAS PATTERSON, Secretary, A.T.C., 635, George Street, Sydney, Australia. [276]

## WOOLLEN GOODS.

As Reported at CHINESE ON THE 29th AUG. 1885.

## COTTON GOODS.

American Drills, 30 yards per piece \$2.50 to 3.10  
American Drills, 15 lbs. per piece \$2.50 to 3.10  
Cotton Yarn, No. 10 to 24, per 100 lbs. \$8.00 to 9.50  
Cotton Yarn, No. 25 to 32, per 100 lbs. \$9.50 to 10.50  
Cotton Yarn, No. 33 to 42, per 100 lbs. \$10.50 to 12.00  
Cotton Yarn, Bombay, per 100 lbs. \$8.00 to 9.50  
China, per piece \$2.50 to 3.10

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16, Bank Buildings,  
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Hongkong, 5th August, 1885. [1430]

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BELVIEW, Kowloon, with GARDEN and Tennis Court attached. Entry at once.  
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Hongkong, 18th July, 1885. [1418]

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DOUGLAS LAPRAIK & Co.,  
Hongkong, 1st February, 1882. [132]

## PORTLAND CEMENT.

J. B. WHITE & BROS.,  
SOLE AGENTS FOR CHINA.  
HOLLIDAY WISE & Co.,  
Hongkong, 11th April, 1883. [1563a]

## GEORGE GOULET CHAMPAGNE.

Apply to  
PISTAU & Co.,  
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Hongkong, 18th January, 1884. [104]

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## £20,000. TWENTY THOUSAND

SHARPS DISCOUNTED OR GUARANTEED MELBOURNE CUP RACE OF 1885.  
150 Horses entered! Run about 3rd Nov. 1st.  
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